





## INTIMATION.

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A. S. WATSON &amp; CO.

LIMITED,

THE HONGKONG DISPENSARY.

[35]

## DEATHS.

On the 2nd August, at Gating, near Munich, Germany, suddenly from an accident, HENRY HERR, Ph.D., and Lieut. in the Bavarian Reserve, the eldest son of Dr. F. HERR, formerly Commissioner of Customs in China, aged 27 years.

On the 21st September, at Tientsin, Reckenswald Dr. UDO ECKHARDT, aged 37 years.

On the 22nd September, at the General Hospital, Shanghai, Captain C. H. McCARLIN, Pilot, aged 46 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 28th September, 1901.

THE speech of His Excellency the Governor when laying the Estimates before the Legislative Council on Thursday demonstrated at once the strength and the weakness of the position in which this Colony now is. On the one hand, at the end of last year there was a balance of assets over liabilities of more than a million dollars, beside the value of silver at the Mint. It is anticipated moreover that the surplus will be increased to nearly one and a half million dollars by the estimated balance of revenue over expenditure in the current year. The present financial position of the Colony therefore may be described, as Sir HENRY BLAKE said, as satisfactory. In five years the revenue has increased by no less than 61 per cent., and though the expenditure has risen by the large amount of 56 per cent., the balance is in our favour. Shipping figures reached their maximum on record in 1900. Hongkong, too, has escaped the ill effects of the convulsions which disturbed North China, and the relations between the Colony and Canton have never been more cordial. This is the bright side of the picture; there is unfortunately another side. A violent epidemic has again raged both on the Island and on the mainland, and the medical and sanitary officials were taxed beyond their strength. Sanitary matters have reached a climax, and the long delayed attempt to set our house in order has been absolutely forced upon us. As will have been seen, H.E. the Governor confirmed the report that Mr. OSBERT CHADWICK has been appointed as sanitary expert to enquire into the state of the Colony and that a medical man will also be sent out to consult with the local medical authorities. Malaria continues its ravages, and a heavy task has had to be undertaken to destroy the breeding-places of the malarial mosquito. The New Territory is proving to be a very unremunerative acquisition, for the expenses continue extremely heavy, whereas

the anticipated revenue is hardly in existence as yet. Sir HENRY BLAKE promises that when the country begins to develop the expenses will be amply repaid, but it may be asked whether this pleasing event is drawing close at hand and whether the Government might not easily have begun drawing revenue from the provisional occupiers of the ground long before it did. The Land Court, we are quite ready to believe, is doing excellent work; but was not the *modus operandi* adopted when the new land was taken over contrary to the true principles of economy? Every department of the Government service, we are told, shows an increase on its establishment, owing to increases of pay and additions to staff. The Public Works Department, the chief spending department of the Colony, which in 1896 took 835,694, in 1901 will take \$138,701. Yet the staff is admitted officially to be too weak to carry out its duties, and a large number of the works under its charge are, with little or no blame to those in charge of them, in a condition which would disgrace a far smaller and poorer Colony. At last some attention is to be paid to the staff and working of the Department, two engineers are to be added to it, and a Commission is to be appointed to enquire into its position. The Post Office, residents will be glad to hear, is to be made as far as possible worthy of the Colony. None too soon, will be the verdict. Complaints have been made constantly for years, but hitherto with little apparent effect.

Now that the local Government has become convinced of the uselessness of any further resistance to the public demand for reform, it is well to see what are the measures indicated in H.E. the Governor's speech as about to be taken. In the first place, two responsible experts are to come out to Hongkong at the end of this year to examine and report upon our sanitary condition. His Excellency says: "It is not improbable that very large sums will have to be expended in the near future in the 'sanitary improvement of the City—sums' that will absorb our balance and probably involve increased taxation. Happily the 'taxation of the Colony is comparatively light, and in a matter of such moment I feel that I can depend upon you to supply 'the necessary funds.' The matter of increased taxation was not of course, forgotten either by those who drew up the recent Petition to the Secretary of State for the Colonies or by those who signed it. All residents who have the welfare of Hongkong at heart will cheerfully consent to the expenditure of public money, to which they contribute their quota, on public ends of the highest importance. Only the merest self-interest would shrink from this. In this connection we wish just to allude to one point of some delicacy. It seems an ungracious task to speak a word against contributing handsomely to so praiseworthy a scheme as the commemoration of the late Queen VICTORIA by the erection of a memorial in London. Nevertheless, the opinion has already been freely expressed, and it is held by a very large number, that this is a matter more for private subscription—Hongkong has already raised nearly \$78,000—than for a public vote from the Colony's revenues, and that a fitter object for our public money would be to make a great and healthy city of this place which bear VICTORIA'S name. The Hongkong Government has for long been remarkable for its penurious economy with respect to some of the most fitting mark of appreciation of our late Queen would be to mark the change from this short-sighted and ultimately extravagant policy by coupling with the commemoration of the deceased Sovereign some great local public work.

To resume, beside the appointment from home of a special sanitary commission, it is trusted that another step will be possible next year which will tend to an amelioration of local conditions in time of epidemic. This is the permission for the transfer, under proper precautions, of Chinese suffering from plague who may desire to proceed to Canton for treatment and the consequent relief from the anxiety which has in the past caused so many natives to fly from the Colony during the plague season. H.E. the Governor and the bulk of the Colony are at one on this point and have striven together to attain their object, but the Home Government has so far been obdurate. We are glad to learn from Sir HENRY BLAKE that there are hopes of an arrangement being come to. Beside plague, malaria is to be fought vigorously, and, as we have seen, expense is not to be spared. Another urgent point is the strengthening of the Public Works Department, and it is sincerely to be hoped that something will come of the special commission of enquiry which H.E. the Governor announces his intention of appointing. The increase of the Medical Department is also welcome news. The addition of a second Officer of Health for the port is a much needed step. Such measures as these involve no small extra cost, but it will certainly not be grudged by any public-spirited colonists,

provided that the appointed persons set about their enquiries in a thoroughly conscientious way. The best use of public money is to devote it to the welfare of the public, not merely to hoard up from it a balance of imposing proportions, which has far too much been the course pursued here in the past.

The case of Albert Hind, who gave himself up as a deserter from the West Riding Regiment to the Peak police, was remanded for further enquiry yesterday.

The Hongkong Rifle Association held a Spoon Competition this afternoon at 3 o'clock.

A smoking concert will be held this evening in the rooms of the Institution of Engineers and Shipbuilders, Des Vaux Road.

During the 24 hours ending at noon yesterday there were reported one fresh case of plague (Chinese) and one death (Chinese).

H.M.S. Ocean arrived yesterday from Weihaiwei, which she left on the 22nd inst. Rear-Admiral the Hon. A. G. Carron Hove, C.B., C.M.G., relinquishes his command and leaves for England by the P. & O. s.s. *Chusan* to-day.

By kind permission of Lt.-Col. Baillie and Officers, the Band of the 22nd Bombay Infantry will play at the Hongkong Hotel this evening from 8 to 9.30 o'clock.

PROGRAMME.  
The Rustic Bridge..... Roger  
Selection..... "Falks"..... Chas. Hogg  
Barr-Dance..... "Popcorn"..... Godfrey  
Polka..... "The P. & O."..... W. W. W.  
Polka..... "Les Cloches de Corneville"..... Plaque  
Quadrille..... "Lights of London"..... Corto  
"God Save the King."

L'Echo de Chine reports that among the latest nominations in the Legion of Honour are M. Paléologue, Secretary of Embassy of the first class, to the grade of officer, and M. H. Cordier (formerly of Shanghai), editor in the Archive department, M. Le Roux, Consul of the first class at Hongkong, and Dr. Laville, now in China, to the grade of Chevalier—M. Liebert, who has been appointed French Consul at Hongkong, is shortly expected at Shanghai.

To-day is the anniversary of the birthday of Their Most Faithful Majesties the King and Queen of Portugal. The Consul-General, Senhor Conselheiro Romano, will hold an "At Home" at his residence, "Daart," Arbuthnot Road, from noon to 1 o'clock. The members of the Club Lusitano will celebrate the occasion by a banquet. Through the kindness of Commodore Powell, Captain Cherry and the Officers of H.M.S. Argonaut, their band will play during dinner. The Club-house will be illuminated. At the Club Vasco da Gama there will be a musical soiree and illuminations.

Mr. Pichon, in an interview with a representative of the *Vie Illustrée*, says:—The chief opponents of British commerce in China are the Germans, whose progress in trade is stupifying. In their own sphere of influence, in their concession of Kiaochow, the Germans have displayed an extraordinary activity, and what is more, at Hongkong, the second port in the world, the seat of British government in China, the Germans are the victorious rivals of the British. In China, too, the British are also making great efforts to establish themselves commercially, and are succeeding very rapidly.

Philatelists will be interested to learn that the Japanese authorities have under consideration a proposal to issue a new three sea postal stamp in memory of the late Prince Kitashirakawa. The design recommended for the new stamp has in the centre a picture of the Fortunate Shrine, which is dedicated to the "Princess" with the Imperial crest beside it surrounded by the letters "Imperial Japanese Post." According to present arrangements the new stamps will be issued about the 20th of next month, a week or so before the inauguration festival of the shrine mentioned, which takes place on October 27th.

The Peninsular and Oriental Steam Navigation Company are advertising their passenger programme for the next season in another column. It will be seen that the s.s. *Oriental*, leaving on 20th March, 1902, and the *Malta* leaving on 12th April, will proceed through to London direct via Colombo, without transshipment. The *Oriental*, is a sister ship to the *Peninsular*, and is a great favourite with the Indian passengers, having been specially designed for tropical waters; while the *Malta* is a vessel of over 6,000 tons, built five years ago, and has very comfortable accommodation. The steamers will no doubt be well patronised.

The *Singapore Free Press* writes as follows on the Coghane Street collapse:—"The Hongkong Government—by its toleration of jerry-building and its laxity in supervision of construction has unfortunately succeeded in making the biggest bag on record as a result of the collapse of a couple of its architectural failures. The bag in question some thirty killed, is equal to the results of a round dozen of the average South African skinishes. Now, just imagine anything like that happening under a Municipal Department. What a howl the Hongkong Government would have raised for somebody's head on a charge! But circumstances alter cases, and as long as the Hongkong Government is its own Municipality no long must supervision be far too weak to exercise the needed rigorous control over the Chinese property owner and the Chinese building contractor. Thirty lives sacrificed is a sufficient condemnation of the present maladministration."

The British Consulate at Shimomoseki was opened on the 18th.

The third gymkhana meeting of the season will take place this afternoon at the Race-course at 4 o'clock.

On the 20th inst. the Sportsman's Gun Club, Shanghai, shot off a match with Foochow, winning by 85 birds to 68.

According to the latest investigations made by the authorities, the population of Formosa is estimated at 2,758,151, including 33,129 who have settled there from Japan proper.

The *Japan Times* says:—"The Chinese mission of reparation for the murder of Mr. Sugiyama has accomplished its delicate task in a manner satisfactory to all parties concerned."

Mr. P. F. Warner, the well-known Middlesex cricketer, has passed into the new Egyptian Civil Service organised by Lord Cromer. He goes out to Egypt early in the winter to take up his appointment.

The planters of Negros have petitioned the officials to import cattle from Borneo, Java, Cochinchina, or China to help to harvest the magnificent crops, which, without help, will be lost owing to the destruction of the local carabao by rinderpest.

General Fukushima's "cool retreat," as he himself called his visit to the Yangtze region, says the *Japan Mail*, has had for incident an interview with Viceroy Chang Chi-ting and also with Viceroy Liu Kun-yi. The general was expected to return to Kobe on the 18th instant.

It is reported that the German authorities are making preparations for the appointment of a consul or commercial agent at Moji or Shimomoseki in the near future. In consequence of this, the people of Moji and Shimomoseki are seeking to obtain the establishment of the Consulate at their respective port.

A defect has lately been discovered in the bed of the Russian naval dock at Vladivostok, and the dock is now being reconstructed with stone procured from the quarries at Tokuyama. The work is being carried on under the superintendence of Russian experts, but it is reported that owing to the large number of Japanese labourers employed in the work it looks more like a Japanese undertaking.

A Seoul telegram, dated the 15th September, says: The negotiations to cancel the embargo on cereals at the end of the next crop were resumed between the Korean Government and the Japanese Minister to Seoul the day before yesterday. Mr. Hagiwara, Secretary of the Legation, called at the Korean Foreign Department, representing Mr. Hayashi, on that day, and remained there for several hours. An official note will shortly be addressed to the Korean Government by the Japanese Minister and press as soon as a definite course of action is decided on.

The experiments made at Havana in connection with the transmission of yellow fever by mosquitoes have led to a tragic result. A Spaniard, anxious to become immune from yellow fever, voluntarily submitted to being bitten by a mosquito that had bitten a man who had a bad case of fever. The disease developed, and the United States Army surgeons at Havana are now convinced that their theory that the disease is transmitted by mosquitoes has been demonstrated, and have abandoned further experiments. Dr. Caldas, the Brazilian expert, is about to begin experiments in inoculating patients with his serum as a preventive, and then having the patients bitten by mosquito who have fed on those known to have yellow fever.

Germany's resolve to post troops in Shanghai seems to have prompted Japan to adopt a similar course. Tokyo journals announce that a battalion—with some slight reductions—of Japanese infantry will be stationed there under the command of Major Inai. Shanghai's position will then be greatly changed. The place used to rely entirely upon a somewhat feeble force of volunteers, but now it will be protected by quite a strong body of soldiers supplied by various Powers. Doubtless (says the *Mercury*) the idea is to make Shanghai a kind of depot from which troops can be quickly drawn in time of need. It is to be hoped that the presence of these regulars will not damp the ardour of the local volunteers, for if trouble arose in the north—where it is most likely to arise—the forces of the various Powers would be carried at once from Shanghai to the scene of disturbance, and if the model settlement were then without its volunteers its state might be perilous.

The following items are from the *Peking and Tientsin Times* of the 14th inst.—It records with much regret the death on the 13th, after a short illness, of Major Little of the Hongkong Regiment.—The Provisional Government of Tientsin was inviting tenders for the demolition of the forts and camps round the city.—Fifty-six officials from Manchuria, Chinkiang (?), etc., who were denounced by Prince Ching, have been sentenced to banishment, for being concerned in anti-Christian troubles.—Arrangements have already been made for the sale of the new State Lottery tickets at Tientsin. We are glad to see that the Sir Robert Hart has had anything to do with this very questionable enterprise.—Mr. Lessar, the new Russian Minister, made the run from St. Petersburg to Newchwang by rail in 15 days.—The officials concerned in the repairs at Peking are growing richer daily.—The Chinese are disinterring coffins at Peking to bury them again properly. One of these the other day was found to be full of arsenic.—Brigands have entirely cleared out the family seat of the famous eunuch Li Lian-ying, some 40 miles from Tientsin.

In a recent editorial on the death of King Humbert, an Anarchist paper in San Francisco said:—"The Anarchists are treated with sufficiently gross injustice, even in this country. But they are at least allowed the right of conducting a peaceful propaganda; and the consequence is that McKinley, hated and despised though he is, needs no body-guard to protect him from the attacks of revolutionists." This reads grimly enough now, but it is true that the writer had in mind mainly Italian anarchists, whereas the President's murderer was a Pole.

General Samuel Pearson, a representative of the Boer "Government," at present in New Orleans, has brought a suit in the United States District Court against the British Consul, Mr. Arthur G. Van Sittart, for \$20,000 damages on the ground of slander. It is claimed by the Boer General that Mr. Van Sittart demanded his arrest of the Superintendent Police and charged him with complicity in the attempted blowing up of the British mail-ship *Mechanicus*, which occurred at the stock landing below New Orleans early on the morning of the 9th of August.

The Russian Admiralty organ *Kotla* states that the new first-class cruiser *Varyag*, which has left Cronstadt for the Far East, is the fastest warship afloat, as she steams 25 knots an hour. The further announcement of the official journal that the new cruiser carries sufficient coal for the direct run from Cronstadt to Vladivostok is a little extraordinary, especially in the absence of any statement with regard to the ship's bunker capacity. The *Varyag* was built at Philadelphia, and is of 6,500 tons displacement. She is very powerfully armed, and carries a crew of 560, exclusive of the Commander and 12 officers.

It is reported here, says the *Naval and Military Record*, that Sir John A. Fisher will at the end of the year be promoted to the rank of Admiral, and may be appointed to the command at Plymouth. Sir John has been Commander-in-Chief of the Mediterranean since 1899, and has seen a good deal of service. He served in the Crimean war, the China war of 1859-60, the Egyptian war of 1882, and was in command of the *Inflexible* at Alexandria. For several years he was Director of Naval Ordnance, was Admiral-Superintendent at Portsmouth Dockyard in 1891, and a Lord of the Admiralty from 1892 to 1897. It will be remembered that he was one of the British delegates at the Peace Conference at the Hague. For some time he has been marked out for a high position.

A suggestion for a twenty-eight day service between Brisbane and London, via America—thus shortening the journey by seven days—has been placed before the Brisbane Chambers of Commerce and Manufacturers by Mr. D. O. Ramsay, general passenger agent of the American and Australian steamship line. At present there is a fast three-weekly mail service of 6,000 ton steamers of the Oceanic Steamship Company between Sydney and San Francisco, via Auckland, Samoa, and Honolulu. It is proposed to run a direct fortnightly service between Brisbane and San Francisco, thus saving 900 miles; or by calling at fewer ports San Francisco could be reached in eighteen days. In this way a mail service could be arranged by means of which the journey between Brisbane and London could be effected in twenty-eight days, instead of the thirty-four or thirty-five days occupied at present.

One of the steerage passengers on the *Hongkong Mail*, says the *San Francisco Call* of August 27th, is under the care of the ship's surgeon suffering from six knife wounds. Judging from the stories, the steerage of this Japanese steamship is not a safe place to travel in. The firemen have been in the habit of using it as a lounging place, and resented the presence of passengers. Several of the latter were women, and when their husbands remonstrated with the firemen for coming into the room nearly naked they got angry and started to run amok. The white officers attempted to stop the fracas and succeeded for a time. The row broke out again, however, and a Spanish steerage passenger was chased into the main saloon, where he fell and was stabbed six times in the back and thighs before the infuriated Japanese fireman could be seized and locked up. It is only a few weeks ago that the chief engineer of the *Nippon Maru* was beaten by his firemen, and he is still in the hospital. A Japanese chief engineer took the latter vessel out to San Francisco.

Sir James Lyle Mackay, K.C.I.B., whom we are to have in our midst shortly, is well known in India, having been a partner in the firm of Mackinnon, Mackenzie, and Co., Calcutta. As his name implies, he is a Scotchman, born at Arbroath, in Forfarshire, in 1832. He has been a member of the Legislative Council of the Viceroy of India, and President of the Bengal Chamber of Commerce, and he is a member of the Council of India. At present he resides in London, where he is a director of the British India Steam Navigation Company. Mr. Henry Cockburn, C.B., who is now at home, will doubtless accompany him to China, and we could have wished that, as he can ill be spared from Peking, Mr. Byron Brennan had been appointed in his place. A better selection than that of Mr. Dudgeon could not have been made. There need be no surprise at the name of Mr. J. W. Jamieson, Commercial Attaché, now appearing on this list when it is remembered that his appointment is a peripatetic one and the Foreign Office could not well take him from his present duties to put him on a task which may occupy some months. The work of the Commission, we understand, will be the settlement of the specific which are to take the place of the new *ad valorem* duties, and of the changes necessitated by Article XI of the Peace Protocol. This includes treaties of commerce and navigation, and consular relations, and the schemes for the amelioration of the Peking and Huangpu rivers.—*N. C. Daily News.*

## TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

SHANGHAI, 27th September, 6.30 p.m.

## THE COURT'S MOVEMENTS.

A Hsinanfu despatch reports that the arrival of the Court at Kainfengtu is to take place in November.

## THE HEIR APPARENT.

The Empress Dowager, according to the despatch, will disinherit the heir apparent Pu Chun on account of his dissipated life.

## THE CHINESE FLEET.

Russia has offered 5,000,000 roubles for three Chinese cruisers and four torpedo-boat destroyers. China will probably accept.

LONDON, 26th September, 8.35 p.m.

## PRINCE CHUN'S RETURN.

It is reported that Prince Chun has been instructed from Peking to return, and that he sails from Genoa on the 1st October.

## GENERAL NEWS.

LONDON, 26th September, 10.25 p.m.

## THE AMERICA CUP—INDECISIVE RACE.

The first yacht race for the America Cup was declared off, the time limit having been exceeded. There was a tucky wind. The *Columbia* was generally leading. The race was a grand sight, and the result was disappointing.

## REUTERS'S SERVICE.

LONDON, 25th September.

## SOUTH AFRICA.

The Boer under Commandant Botha have been inactive since the reverse of Major Goudt near Utrecht.

The Buffalo and Tagala Rivers are now flooded, thereby preventing any serious invasion of Natal.

## THE AMERICA CUP.

Shamrock II allows *Columbia* 43 seconds.

LONDON, 25th September.

## SOUTH AFRICA.

The sentence of permanent banishment from South Africa in accordance with Lord Kitchener's proclamation has been promulgated at Pretoria.

Ten Boer leaders have been captured by the British since the 15th instant.

The Town Guard at Capetown has gone into active service.

## PRINCE CHUN'S RETURN TO CHINA.

Prince Chun and suite will embark at Genoa for China on the 1st October.

## SANDAKAN NOTES.

[FROM OUR CORRESPONDENT.]

Sandakan, 18th September.

## A NEW LOCAL STEAMER.

On Saturday the 14th inst., the China-Borneo Co. launched from their yard here a new steamer for the local shipping Company, the *Sabah S. S. Co. Ltd.* The craft is of about a little over 100 tons register, and is constructed throughout of seasoned Borneo timber. The hull has every appearance of being an exceedingly strong job, and certainly reflects great credit on her builders. The engines are Clyde-built 14in. and 28in., with 20ft. stroke, and the boiler is being built by Messrs. W. S. Bailey & Co. of Hongkong. Yesterday the Chinese built some coasting steamers at Sandakan, but it is fairly certain that the steamer launched on Saturday is the largest yet built in British North Borneo, and that she will prove in every way very creditable to her builders is practically certain. As the vessel started to move down the ways she was graciously christened the *Borneo* by Mrs. Darby, the wife of the Managing Director of the *Sabah Co.* It is expected that some ten weeks more will see the craft ready for sea, and we then hope to be able to give some further particulars regarding her arrangements and trial trip.

## THE CHINA-BORNEO CO.

The annual meeting of the Steamship Co. referred to in the foregoing has just been held here, when a dividend of 12 per cent. for the year ended 30th June was declared. The Chairman, in moving the adoption of the report, did not, however, hold out any brilliant prospects for the present year; quite the contrary. He said that the coasting trade had fallen off considerably of late, and that shareholders must be prepared for a lean year's working.

DEPRESSION IN SANDAKAN.

Certainly things are not looking particularly rosy just now. To take the immediate vicinity of Sandakan: the *Byle Coffee Estate* no longer has an European Manager, the *Suan Lamboh* Rubber Estate is to be closed, and the *Bongaya* Rubber Estate is in the market for sale. These things may not be very large in themselves, but the combination of the three at one time is not encouraging for those interested in the country, for those residing in the country, or for those who have money invested in the concerns in question. If only other ventures and industries were opening up it would not be so bad, but one looks in vain for any real sign of fresh enterprise hereabouts. Of course if the Coal Company of Taro, turns up, it might be a good sign in itself.

## RUDELY TREATED.

Telegraphic information having been received that natives from the interior were again











## NOTICES TO CONSIGNEES

## OCEAN STEAMSHIP COMPANY.

## CONSIGNEES per Company's Steamer

## "CALCHAS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 30th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 1st October.

## BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 25th September, 1901. [15]

## STEAMSHIP "LAOS"

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London and Havre ex.s.s. *Orlegat*, and from Bordeaux ex.s.s. *Ville d'Arree*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasures, and Valuable, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 24th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after TUESDAY, the 1st October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st October, or they will not be recognised. All damaged packages must be examined on TUESDAY, the 1st October, at 3 P.M. No Fire Insurance has been effected.

## P. DE CHAMPORIN, Acting Agent.

Hongkong, 24th September, 1901. [2]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

## STEAMSHIP "OLYMPIA"

FROM YACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI, &amp; SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

## DODWELL &amp; CO., LIMITED, Agents.

Hongkong, 25th September, 1901. [11]

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

## FROM MIDDLEBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamer

## "INABA MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY, the 24th inst. Goods not cleared by the 1st October will be subject to rent.

No Fire Insurance will be effected. All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 4th October, or claims in connection therewith will not be recognised.

## NIPPON YUSEN KAISHA, Agents.

Hongkong, 24th September, 1901. [244]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

## FROM SHANGHAI

THE Company's Steamer

## "CARINTHIA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before Noon, on the 1st October, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 1st October will be subject to rent. Bills of Lading will be countersigned by SANDER, WIEBER & CO., Agents.

## Hongkong, 25th September, 1901. [5]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

## "BENGAL"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo: From London, &c., ex.s.s. *Arcturion*. From Persian Gulf, ex.s.s. *B. I. S. N.* and *B. I. S. N. Co.'s* Steamers. Options are given to the contrary before 4 P.M. TO-DAY, 24th inst. Goods not cleared by the 3rd prox. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival, after which no claims will be recognised.

## H. A. RITCHIE, Superintendent.

Hongkong, 25th September, 1901. [1]

## "BARBER" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## S.S. "RICHMOND CASTLE"

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st October, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st October, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st October, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 24th September, 1901. [2434]

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

## FROM GLASGOW AND LIVERPOOL.

THE Company's Steamer

## "TEENKAI"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 24th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after TUESDAY, the 1st October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st October, or they will not be recognised. All damaged packages must be examined on TUESDAY, the 1st October, at 3 P.M. No Fire Insurance has been effected.

## JARDINE, MATHESON &amp; CO., Agents.

Hongkong, 26th September, 1901. [2452]

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## AA'D NICK.

BY ALGERNON GISSING.

(Author of "The Scholar of Bygate," &amp;c.).

(Continued.)

Only the calm stars witnessed that grim troubling of the waters. It did not last long, for Gem was strong and a part of the bank up which she could clamber was not far off. The pool soon recovered its placid surface, and the ordinary current sang on its way as before.

The girl stood upright panting, but the other figure lay prostrate where she had dragged it. She spoke, but got no reply. Then she leaned down and could hear breathing, so she left the object lying there, and walked dripping to the house. As soon as she had changed all her clothes Gem returned to where she had left the old man. She could discern that his position was altered, and that now he was sitting up with his chin planted on his two knees.

"Y'd better get in and get off your clothing," said she in a matter-of-fact tone, as if nothing extraordinary had happened. He muttered some response audibly, then got up and moved away. In the dusky surroundings Gem disappeared.

Her involuntary plunge removed all doubts that she might previously have entertained, and the girl set off up the water. The path was a dark and rugged one, but from girlhood Gem had been familiar with it, so she advanced rapidly. When she had mounted the bank of steep slopes and reached the bend of the bank above the linn, for some distance she traversed the open uplands, the wide expanse of moor stretching vaguely before her, all the heights outlined against the stars. All the country was silent around her, save for that ceaseless tumble of the burn, and for a restless poise which she disturbed in passing a deserted house. For more than a mile the girl kept this ridge. Then she left the water and here round the heathery slope of the mountains on her right, which was the Black Fell, and which in this state of obscurity well merited its name.

In less than an hour she stood at the door of Southknope.

There was a light in the window, but she hesitated again. She had carried the paper in her hand for safety, but it was still limp from the wetting it had received with her. She turned it over and over in her fingers in the decision; looked up to the stars and a weird light behind the eastern hills where the moon was going to rise, then impulsively strode to the threshold.

She had to knock a second time, for although a dog barked at the first sound, nobody else paid attention to it.

"Lie down, man!" said a voice inside, and footsteps sounded on the stone floor. "Get in w' ye," added the man, pushing the suspicious dog back with foot as he opened the door. "What is it at this time o' night?"

"I ha' brought you the paper I promised—"

The man gave start and a shout of surprise. "The paper, it's Gem!"

"Then bid her come ben, man," returned the old woman. "Come away, hanny. God bless you, you're a good yon whatever your kin."

What with the bath and the walk in the night air Gem looked a striking object as she came blinking into the lamplight. Stephen stared at her shamelessly.

"Just look at her, mother! Did you ever see such a lass?" he exclaimed excitedly.

"Ha! you never saw me. She's bonnie enough for a lass, and 'all no see a body rabbit'."

Gem had never indulged in ordinary familiarity with her neighbours, for the atmosphere of the mill had always invested her with a certain amount of mystery which her own marked individuality of character had not lessened. Still, as has been already remarked, she was getting better known, and it was being gradually recognised that whatever might be her manner there was something beneath which even ordinary minds might admire. Mrs. Pringle watched the girl enter, then t'rowing down her knitting, leapt up and folded the visitor in her arms, and repeatedly kissed her.

"A right, mother," said Stephen impatiently, perhaps because the same privilege was denied him. "You talk about me. Sit ye down."

But as she spoke he was examining the paper. "Ay, it's wet, but it's none the worse," said Gem as she released herself. "It fell in the burn down by."

But having fulfilled her mission the girl declined to stay. She did not even take the proffered chair, saying it was late, and she must away. The man frowned with disappointment, but then suddenly smoothed his brow, and threw a significant wink across to his mother.

"Well, if ye mean, but I'll just put ye round the brae. It's a—"

Gem abruptly interposed, and in quite an altered tone said she should return alone. The man looked at her, but said no more. With a brief leave-taking the girl went her way, and with a nod to his mother the young man followed.

It was still dark but the rim of the moon was already above the hills. Hearing footsteps behind her, Gem stopped. Stephen stood also. "If ye're wildfowl as am I," said he, although they were some yards apart. "I'm no fit to walk beside you, I'll walk a-hint like a dog, but I'll see you over the moor, my lass."

There was a note of determination in his voice which did not mistake, and she turned again and walked silently forwards. For a mile they went so without exchanging a word, a distance of about ten yards between them. Then Gem stopped again. This time the man went up to her, but she didn't speak.

"Just let me see you, Gem. I want no more." She said neither yes nor no, but going onwards he kept pace at her side. He tried to talk but had to give it up, so they proceeded silently. It was Gem herself that ultimately broke the silence just as they neared the ruined house where the girl had startled a few weeks before.

"I want you to go back," she said, but in a voice which Stephen could not associate with this present companion. It was entirely free from the cold proud note she usually adopted. There was even a strain of tenderness in it, or so at least the young shepherd felt, and it thrilled him. He extended a hand to touch her, but Gem drew back.

"Ay, I'll go if you wish it, Gem. Good-night."

To the girl's astonishment he had left her. She stood some seconds listening to his footsteps, then ran two or three paces after him, but stopped again. The night seemed unusually quiet and lonely about her. Never before had she heeded such things. She looked at the moon and shuddered. But by an effort she threw the novel sensation from her and hurried on her way to the mill.

As she descended the bank of slope with the familiar plunge of the linn in her ears, that strange feeling of uneasiness again attacked her. She—why, she had never felt lonely. And this mill which now rode so gloomy and even horrible before her had always been taken as a matter of course. She felt again that cold plunge in the water, but how much colder and more terrible than when she was actually

immersed! Everything seemed changed. Then at the door she flung the grim face of her grandfather, and turned hastily aside; she could not encounter it; no, that she could not endure. Noiselessly, Gem entered the shed where they kept the dried broken and hay, and coiled herself in a corner amongst the fern she watched the moonlight through a rift in the doorway until she fell asleep.

When she awoke to the daylight all her old strength had returned, the whim of the darkness had left her, and she arose from her couch. The sun had just risen, and was throwing his bright wondrous beams over the landscape when Gem issued from the shed. But her eyes had scarcely rested on the bright picture before it was eclipsed. Her grandfather stood before her, and stared, frightened and amazed. Then he turned and fled to the house as if he had seen a spectre.

Gem slowly followed, but found the door locked against her. She went to the window and looked in. There was that figure which seemed all at once to have assumed such a morbid distinctness in her eyes, and which throughout all years she had lived with it had never so impressed her before. Perhaps it was that she had never so consciously examined it. The man's malpractices she had for a long time been resisting and thwarting, but the man himself had been very much a matter of course. Perhaps Gem had arrived at a maturity of womanhood which by merely natural development had opened her eyes. But it was not only this.

The change was not in the girl only. The man himself was changed. Gradually and imperceptibly he had with diminishing vigour been sinking under the influence of Gem's strong character. Suddenly he had awakened to the fact, and all the power remaining in his warped and distorted nature was concentrated in the determination or the effort at least to throw it off. It was this which occasioned the change that Gem saw. The evil in human nature is not repressed but accounted by age when there has been no habitual effort through life to repress it. Formerly by cunning and craft the miller had been able to disguise or gloss over his motives; now they asserted themselves.

The hideous skeleton was exhibited in all the horrors of nakedness. Dimly the old man himself felt it, but had no power of self-restraint. The one consuming object of attainment obliterated the means so that he had not even hesitated at murder since that suggested a method of escape.

But now he shrank from Gem's eyes. She put her face close to the glass, and could see him cowering; timorously in the corner by the door. She also noticed that on the table were spread papers and several bags which she knew to contain money. This surprised her until it occurred to her that evidently from his manifestation of terror at her appearance he had fancied her gone for good. She called to him to open the door, but for two or three minutes he paid no heed to her. Then she saw him move stealthily away, and she went round to the door again. The key turned, and there the old man stood trembling to admit her.

Yes, he was changed. As Gem looked at him it seemed to her that there was even madness in those fixed eyes of his, and she hesitated to go forward, but the next moment she nerved herself to meet whatever might occur. But she shuddered when immediately she had entered she heard the door slammed and looked behind her. She turned round abruptly, and beheld an alarming sight. Not more than a few feet from her stood the man, and in his hand was gleaming a knife. Gem darted into the room, and placed a table between them. For an instant she was terrified, but for an instant only. The dagger once fairly confronted she recovered composure and reflected how to act. In mere physical strength the two could not be compared for a moment. In this respect all the advantage lay with Gem, but the man had a weapon and was at bay. The contest would not be an open one. The girl could see nothing to seize upon, moreover dared not move her eyes from him.

"There cannot be two masters here, ye ken," he muttered.

"There cannot," retorted Gem. "And do ye think the devil's to be the judge?"

"They were the first words she had spoken and the sound of her voice seemed to put the necessary spark to him. He sprang round the table, but the girl pushed it against him, and eluded one of the bags of money. He yelled at her.

"Drop your knife or I'll—"

But at his momentary hesitation she hurled the heavy bag with all her strength at his face, and it hit him full upon the forehead.

He fell and Gem instantly secured him. As she did it she was aware that the window was darkened. She couldn't look up, but the next moment the door was tried. She leapt up to unlock it, and Stephen Pringle rushed in.

"Has he hurt you? Is he dead?"

But the action of the miller answered that effectually, and the two pinned him to the ground. In a few moments he was bound, and Gem fled into the night.

Out there all the birds were singing, and the calm breath of spring time was on the hills. The contrast had a sudden effect on the girl's spirit, causing a reaction from the hideous violence in which she had been engaged. Stephen, who stopped up beside her, saw the alteration in her face, and deeming the moment favourable he began the words that he had come to say. Gem suddenly placed her hands upon his shoulders and gazed into his face.

"Ay, ay, man, all you ask... I cannot live here."

But she did. In a few days the old man died without a will, and she was his only relative. His mind was completely shattered, but his sudden collapse was attributed to the shock he had sustained by his plunge in the pool. His money was found to consist of a great sum, half of which Gem insisted upon applying to charitable purposes amongst her neighbours. Stephen concurred. So it was that the morning sun at last found its way even into Ca'dhru Mill.

Next Week—"Quite in the Dark and all at Sea," by Roseline Masson.

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Hongkong, 20th March, 1901. 79



## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked k, nearest Hongkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf are marked w, together with the number denoting the section.

1. From Green Island to the Harbour Master's

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call	CHUSAN	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	To-day, at Noon.
LONDON	ARAX	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 1st October.
LONDON	FORMOSA	Brit. str.	2 m.		P. & O. S. N. Co.	On or about 4th October.
LONDON	PIERHUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th October.
LONDON	CALCHAS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 29th October.
LONDON	NESTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th November.
LONDON	MACHAON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 26th November.
LIVERPOOL DIRECT	ULYSSES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th October.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 3rd October, at Noon.
BREMEN, via Ports of Call	PRUSSIAN	Ger. str.	2 m.		MESSAGERIES MARITIMES	On 7th Oct., at 1 p.m.
MARSEILLES, &c., via Ports of Call	NATL	Fr. str.	2 m.		NIPPON YUSEN KAISHA	On 18th Oct., at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	SAKURA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 18th Oct., at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	HAKATA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 18th Oct., at Daylight.
HAYRE, BREMEN & HAMBURG	ARABIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 19th October.
HAYRE, BREMEN & HAMBURG	KONIGSBERG	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 2nd November.
HAYRE, BREMEN & HAMBURG	BAMBERG	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 16th November.
HAYRE, BREMEN & HAMBURG	SEGOWIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 30th November.
HAYRE, BREMEN & HAMBURG	MARBURG	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 14th December.
HAYRE, BREMEN & HAMBURG	SUEVIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	Quick despatch.
NEW YORK	STATE OF MAINE	Brit. ship	2 m.		DODWELL & CO., LIMITED	On 20th October.
NEW YORK via PORTS & SUEZ CANAL	SATSUMA	Brit. str.	2 m.		McGREGOR BROS. & GOW	To-day.
NEW YORK via SUEZ CANAL	LONGSHIPS	Brit. str.	2 m.		JARDINE, MATHESON & CO.	On or about 15th October.
NEW YORK via SUEZ CANAL	MANUEL LLAGUNA	Amr. ship	1 m.		SHAW, TOMES & CO.	On or about 25th Oct.
NEW YORK	CLAYDALE	Brit. str.	2 m.		CARLOWITZ & CO.	To-day.
NEW YORK via SUEZ CANAL	ADANA	Brit. str.	2 m.		SHAW, TOMES & CO.	On 10th November.
NEW YORK via SUEZ CANAL	ASAMA	Brit. str.	2 m.		SHAW, TOMES & CO.	On 15th December.
NEW YORK via SUEZ CANAL	EMPEROR OF CHINA	Brit. str.	2 m.		SHAW, TOMES & CO.	On 23rd October.
VANCOUVER via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 6th November.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	OLYMPIA	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 1st October.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	KINSHU MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 19th Oct., at 4 p.m.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	TOSU MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 2nd Nov., at 4 p.m.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	TEENAI	Brit. str.	2 m.		JARDINE, MATHESON & CO.	Quick despatch.
PORTLAND (OR.) via SHANGHAI, &c.	INDRAPURA	Brit. str.	2 m.		ALLAN CAMERON	On or about 14th October.
SAN FRANCISCO via SHANGHAI, &c.	HONGKONG MARU	Jap. str.	2 m.		OTO KISEN KAISHA	On 12th Oct., at Noon.
SAN FRANCISCO via SHANGHAI, &c.	GAELIC	Amr. str.	2 m.		O. & O. S. S. Co.	On 2nd Oct., at Noon.
SAN FRANCISCO via SHANGHAI, &c.	STRATHGYLE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th October.
AUSTRALIAN PORTS	ARLIE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th Oct., at 4 p.m.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	2 m.		P. & O. S. N. Co.	On 12th October.
YOKOHAMA via SHANGHAI & KOBE	CHINGTU	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On or about 4th October.
YOKOHAMA via SHANGHAI & KOBE	SOCOTRA	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 11th Oct., at Daylight.
YOKOHAMA via SHANGHAI & KOBE	SHINANO MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 18th Oct., at Noon.
YOKOHAMA via SHANGHAI & KOBE	KANAGAWA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 8th Oct., at Noon.
YOKOHAMA via SHANGHAI & KOBE	YAMAGUCHI MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	To-day.
YOKOHAMA via SHANGHAI & KOBE	CHANGSHA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 12th October.
YOKOHAMA via SHANGHAI & KOBE	KUANGSI	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 3rd October.
YOKOHAMA via SHANGHAI & KOBE	COMANDEI	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 4th October.
YOKOHAMA via SHANGHAI & KOBE	TSINAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 2nd October.
YOKOHAMA via SHANGHAI & KOBE	WOOSUNG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 8th Oct., at Daylight.
YOKOHAMA via SHANGHAI & KOBE	MAIDZURU MARU	Jap. str.	1 m.		MITSUBI BUSSAN KAISHA	To-morrow.
YOKOHAMA via SHANGHAI & KOBE	ANPING MARU	Jap. str.	1 m.		MITSUBI BUSSAN KAISHA	On 1st Oct., at 3 p.m.
YOKOHAMA via SHANGHAI & KOBE	DAIJIN MARU	Jap. str.	2 m.		JARDINE, MATHESON & CO.	On 4th October.
YOKOHAMA via SHANGHAI & KOBE	LOKSANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 12th October.
YOKOHAMA via SHANGHAI & KOBE	SUNGKIANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 1st October.
YOKOHAMA via SHANGHAI & KOBE	CHINAT	Brit. str.	2 m.		SHAW, TOMES & CO.	On 8th October.
YOKOHAMA via SHANGHAI & KOBE	KAIFONG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 1st October, at 3 p.m.
YOKOHAMA via SHANGHAI & KOBE	LIGHTNING	Brit. str.	2 m.		DAVID SASSON, SONS & CO.	On or about 7th October.
YOKOHAMA via SHANGHAI & KOBE	TIENSIN	Brit. str.	2 m.		P. & O. S. N. Co.	On 11th Oct., at Noon.
YOKOHAMA via SHANGHAI & KOBE	KAGOSHIMA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	

## SHIPPING.

**ARRIVALS.**  
Sept. 27, CHUSAN, British str., 4,636, C. L. Daniel, Shanghai 24th September, Mails and General. P. & O. S. N. Co.  
Sept. 27, NANYANG, German str., 1,060, E. Haas, Saigon 23rd Sept., Rice and Rice-flour. B. A. Trading Co.  
Sept. 27, OCEAN, British battleship, 12,950, Arthur J. Hendiker Hughes, Weihaiwei 22nd September.  
Sept. 28, PHRA CHULA CHOM KLAO, German str., 1,001, R. Unsworth, Bangkok 20th Sept., Rice and General. MELCHERS & CO.  
Sept. 27, WANGSA, British str., 1,517, Sellar, Canton 26th September, General. JARDINE, MATHESON & CO.

## CLEARANCES.

At the Harbour Master's Office.  
27th September.  
Australia, British str., for Shanghai.  
Charterhouse, British str., for Saigon.  
Eridon, French str., for Taku.  
Herman, German str., for Chefoo.  
Mogul, British str., for Singapore.  
Rosetta Maru, Japanese str., for Sydney.  
Yucensang, British str., for Manila.  
28th September.  
BENGAL, British str., for Shanghai.  
HERMAN MENZELL, Ger. str., for Chefoo.  
INABA MARU, Japanese str., for Kobe.  
KACHIDATE MARU, Japanese str., for K'nutu.  
LOONGMOON, German str., for Shanghai.  
ROSETTA MARU, Japanese str., for Sydney.  
YUCENSANG, British str., for Manila.

## VESSELS IN DOCK.

27th September.  
KOWLOON DOCK.—Canton River, Victoria, Georges Valenci, Zefiro, Eleono, Alga, Clara, Olympia.  
COSMOPOLITAN DOCK.—Charterhouse, Man-chen.

## SHIPPING REPORTS.

The German steamer Nanyang, from Saigon 23rd Sept., had fine weather from port to port.  
The German steamer Phra Chula Chom Kiao, from Bangkok 20th Sept., had fine weather all the way.

## VESSEL ON THE BERTH

COMPAGNIE DES MESSEAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.  
Also  
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 7th October, 1901, at 1 p.m., the Company's Steamship "NATAL," Captain Bouis, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.  
This steamer connects at COLOMBO with the s.s. Tonkin, which vessel takes on her the 19th October direct to Suez, Port Said and Marseilles.  
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 6th October. (Parcels and Specie must be sent on board before 10 a.m. at the Agency's Office). Contents and Value of Packages are required.  
For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN,  
Acting Agent.  
Hongkong, 24th September, 1901.

## VESSELS ON THE BERTH

"GLEN" LINE OF STEAMERS.  
FOR NEW YORK via SUEZ CANAL.  
THE Steamship  
"GLENGYLE,"  
Captain T. Darke, will be despatched as above TO-DAY, the 28th September.  
For Freight or Passage, apply to  
McGREGOR BROS. & GOW.  
Hongkong, 28th August, 1901. [2196]

THE OSAKA SHOSEN KAISHA, LIMITED.  
FOR TAMSUI via SWATOW AND AMOY.  
THE Company's Steamship  
"DAIJIN MARU,"  
Captain T. Ozata, will be despatched for the above ports TO-MORROW, the 29th inst.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 23rd September, 1901. [17]

THE OSAKA SHOSEN KAISHA, LIMITED.  
FOR FOCHOW via SWATOW AND AMOY.  
THE Company's Steamship  
"ANPING MARU,"  
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 9th October at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 25th September, 1901. [19]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.  
FOR NEW YORK via SUEZ CANAL.  
THE Steamship  
"LONGSHIPS,"  
Captain Moore, will be despatched as above on or about 15th October.  
For Freight, apply to  
JARDINE, MATHESON & CO., Agents.  
Hongkong, 11th September, 1901. [2391]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.  
FOR NEW YORK.  
THE full-powered Steamship  
"CLAYDALE,"  
will be despatched for the above port on the 5th November.  
For Freight, apply to  
CARLOWITZ & CO., Agents.  
Hongkong, 21st September, 1901. [2395]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.  
TRANS-PACIFIC SERVICE  
TO  
VICTORIA (B.C.), SEATTLE AND TACOMA.  
THE Steamship  
"TEENAI,"  
4,842 tons, Commander H. C. Harris, is due here on 28th instant, and will have quick despatch.  
For Rates of Freight and further Particulars, apply to  
JARDINE, MATHESON & CO., Agents.  
Hongkong, 26th September, 1901. [2433]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.  
SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)  
"EMPRESS OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 23rd Oct., 1901.  
"TARTAR," 4,425 Tons, Comdr. E. Beetham, R.N.R., WEDNESDAY, 6th Nov., 1901.  
"EMPRESS OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 20th Nov., 1901.  
"ATHENIAN," 3,382 Tons, Capt. H. Mowatt, WEDNESDAY, 4th Dec., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.  
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

## SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR," and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VAN COUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.  
In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.  
The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VAN COUVER in 14 Days.  
For further information, Maps, Guides, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent, Pender's Street.  
Hongkong, 10th September, 1901. [110]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LERON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOVA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARABIA	HAYRE & HAMBURG (Calling at Singapore and Colombo)	On 5th Oct. Freight.
Koenigsberg	HAYRE, BREMEN & HAMBURG (Calling at Singapore and Penang)	On 19th Oct. Freight and Passengers.
BAMBERG	HAYRE & HAMBURG (Calling at Singapore and Penang)	On 2nd Nov. Freight.
SEGOWIA	HAYRE & HAMBURG (Calling at Singapore and Penang)	On 16th Nov. Freight.
MARBURG	HAYRE & HAMBURG (Calling at Singapore and Colombo)	On 30th Nov. Freight.
SUEVIA	HAYRE & HAMBURG (Calling at Singapore and Penang)	On 14th Dec. Freight.

HAMBURG-AMERIKA LINIE.  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.  
Hongkong, 27th September, 1901. [1051]

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 4th Oct., at DAYLIGHT.
YAMAGUCHI MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 8th Oct., at Noon.
S. Yoshizawa	KOBE and YOKOHAMA	FRIDAY, 11th Oct., at DAYLIGHT.
SHINANO MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 11th Oct., at Noon.
G. E. T. Cook	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 18th Oct., at DAYLIGHT.
KAGOSHIMA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 18th Oct., at Noon.
HAKATA MARU	U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA	SATURDAY, 19th Oct., at 4 P.M.
F. L. Sommer	U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA	SATURDAY, 2nd Nov., at 4 P.M.
KASUGA MARU	U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA	SATURDAY, 2nd Nov., at 4 P.M.
H. Fraser	U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA	SATURDAY, 2nd Nov., at 4 P.M.
KINSHU MARU	U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA	SATURDAY, 2nd Nov., at 4 P.M.
F. J. Horton	U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA	SATURDAY, 2nd Nov., at 4 P.M.
YAWATA MARU	U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA	SATURDAY, 2nd Nov., at 4 P.M.
A. E. Moss	U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA	SATURDAY, 2nd Nov., at 4 P.M.
Tosa Maru	U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA	SATURDAY, 2nd Nov., at 4 P.M.
S. J. G. Parsons	U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA	SATURDAY, 2nd Nov., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.  
A. S. MIHARA, Manager.  
Hongkong, 23rd September, 1901. [13]

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PREUSSIAN (Hamburg-Amerika Linie)	THURSDAY, 3rd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 10th October.
SACHSEN	WEDNESDAY, 30th October.
KIAOTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 13th November.
DAYERN	WEDNESDAY, 27th November.
STUTTGART	WEDNESDAY, 11th December.
KONIG ALBERT	WEDNESDAY, 25th December.
PRINZESS IRENE	WEDNESDAY, 22nd Jan., 1902.
PRINZ HEINRICH	WEDNESDAY, 5th Feb., 1902.
PREUSSIAN	WEDNESDAY, 19th Feb., 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 5th Mar., 1902.
SACHSEN	WEDNESDAY, 19th Mar., 1902.

ON THURSDAY, the 3rd day of October, 1901, at Noon, the Steamship "PREUSSIAN" of the NORDDEUTSCHER LLOYD, Captain E. Prohn, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
Shipping Orders will be granted till NOON on THURSDAY, the 1st October, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 2nd October, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 2nd October.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.  
Liners can be washed on board.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO., AGENTS.  
Hongkong, 21st September, 1901. [9]

## NORTHERN PACIFIC

## STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
OLYMPIA	2,837	J. Truebridge	October 1st
QUEEN ADELAIDE	2,832	F. McNeil	October 8th
VICTORIA	3,502	J. Panten	October 15th
BRAEMAR	3,601	W. Watt	November 12th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £52.  
Excellent accommodation. First-class Table. Doctors and Stewardesses attached.  
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, \$45.  
The Railroad travelling is second to none on the American Continent; two times continental trains daily from Tacoma; Dining Car is attached to trans-continental train, day and night; TACOMA to NEW YORK in 4 days. Significant scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA and TACOMA, \$35.  
The best route to the Klondike Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Points on application.  
A Special Rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to  
DODWELL & CO., LIMITED.  
General Agents.  
Hongkong, 13th September, 1901.

## PENINSULAR AND ORIENTAL



## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	Due
GLASGOW and LIVERPOOL.	"NESVOR" .....	On 1st October.
GLASGOW and LIVERPOOL.	"LAERTES" .....	On 9th October.
GLASGOW and LIVERPOOL.	"DARDANUS" .....	On 29th October.
GLASGOW and LIVERPOOL.	"MACHAON" .....	On 23rd October.
GLASGOW and LIVERPOOL.	"PROMETHEUS" .....	On 26th October.
GLASGOW and LIVERPOOL.	"ACHILLES" .....	On 6th November.

  

FOR	HOMEWARDS.	TO SAIL
LONDON .....	"ALAX" .....	On 1st October.
LONDON .....	"PYRHEUS" .....	On 15th October.
LONDON .....	"CALCHAS" .....	On 29th October.
LONDON .....	"NESTOR" .....	On 12th November.
LONDON .....	"MACHAON" .....	On 26th November.
LIVERPOOL DIRECT	"ULYSSES" .....	On 15th October.
LIVERPOOL DIRECT	"DARDANUS" .....	On 15th November.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.

Hongkong, 27th September, 1901.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
TIENSIN	"KIUKIANG" .....	On 28th September.
CHIEFOO and NEWCHUANG	"CHANGSHA" .....	On 28th September.
SHANGHAI	"TAINAN" .....	On 3rd October.
SEAMIA	"WUOSUNG" .....	On 4th October.
ILLOILO and CEBU	"SUNGKIANG" .....	On 4th October.
MANILA	"KAIFONG" .....	On 8th October.
PORT DARWIN, THURSDAY	"CHINGTU" .....	On 12th October.
ISLAND, COOKTOWN, TOWN		
SVILLE, BRISBANE, SYDNEY		
MELBOURNE		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A fully qualified Surgeon is carried on board.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 28th September, 1901.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

**THE Steamship**  
"CHUSAN,"  
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 28th September, at Noon, taking passengers and cargo for the above ports.

8th and 10th, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
**H. A. HITCHIE,**  
Superintendent.

Hongkong, 10th September, 1901.

## INDO-CHINA STEAM NAVIGATION COMPANY LIMITED.

FOR SWATOW AND TIENSIN.  
THE Company's Steamship

**THE Steamship**  
"LOKSANG,"  
Captain Leach, will be despatched as above on TUESDAY, the 1st October, at 3 p.m.

For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
General Managers.

Hongkong, 27th September, 1901.

## FOR SINGAPORE, PENANG AND CALCUTTA.

**THE Steamship**  
"LIGHTNING,"  
Captain J. G. Spence, will be despatched for the above ports on TUESDAY, the 1st October, at 4 p.m.

For Freight or Passage, apply to  
**DAVID BASSON, SONS & CO.,**  
Agents.

Hongkong, 23rd September, 1901.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with  
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships  
"INDRAVILLI," "INDRAPURA,"  
and "KNIGHT COMPANION,"  
between HONGKONG and PORTLAND (Ore.), calling at SHANGHAI, NAGASAKI, MOI, KOBE and YOKOHAMA.

**THE Steamship**  
"INDRAPURA,"  
will be despatched for Portland (Ore.) on or about the 14th October, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to  
**ALLAN CAMERON,**  
General Agent.

Hongkong, 25th September, 1901.

## FOR NEW YORK.

**THE 3/4 A II American Ship**  
"MANUEL ILAUNO,"  
will load during September and October, sailing about 25th October.

For Freight, apply to  
**SHEWAN, TOMES & CO.,**  
Agents.

Hongkong, 11th July, 1901.

## FOR NEW YORK.

**THE 3/4 L.I. American ship**  
"STATE OF MAINE,"  
Captain O'Brien, will be ready to load on the 1st November for the above port, and will have quick despatch.

For Freight, apply to  
**CARLOWITZ & CO.,**  
Agents.

Hongkong, 21st September, 1901.

## VESSELS ON THE BERTH.

## U. S. MAIL LINES.

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA  
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"GAELIC" .....	WEDNESDAY, 2nd October, at Noon.
"ALGOA" .....	On or about 5th October.
"CHINA" .....	SATURDAY, 19th October, at Noon.
"DORIC" .....	TUESDAY, 29th October, at Noon.
"PERU" .....	TUESDAY, 12th November, at Noon.
"COPTIC" .....	WEDNESDAY, 20th November, at Noon.
"CITY OF PEKING" .....	SATURDAY, 7th December, at Noon.

THE O. & O. S.S. Co.'s Steamship "GAELIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on WEDNESDAY, the 2nd October, at Noon, taking Freight for Japan the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 25th September, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU,"  
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 2nd October.

For Freight or Passage, apply to  
**THE MITSUI BUSHEN KAISHA,**  
Agents.

Hongkong, 19th September, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.

"THE UNITED STATES,"  
MEXICO, CENTRAL AND SOUTH  
AMERICA, &c.

S.S. "STRATHGYLE" .....

On 10th Oct.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOI, KOBE and YOKOHAMA on THURSDAY, the 10th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 24th September, 1901.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"SATSUMA" .....

On 20th October.

"KURDISTAN" .....

On 5th November.

"LENNOX" .....

On 20th November.

"RICHMOND CASTLE," End of November.

"HILLOREN" .....

For Freight and further information, apply to  
**DODWELL & CO. LD.,**  
Agents.

Hongkong, 14th September, 1901.

## VESSELS ON THE BERTH

## SHEWAN TOMES &amp; CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ADANA,"  
Captain A. Smith, will be despatched for the above port on 10th November, 1901.

For Freight, apply to  
**SHEWAN, TOMES & CO.,**  
Agents.

Hongkong, 23rd September, 1901.

## SHEWAN, TOMES &amp; CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ASAMA,"  
Captain F. F. Bement, will be despatched for the above port on the 15th December, 1901.

For Freight, apply to  
**SHEWAN, TOMES & CO.,**  
Agents.

Hongkong, 24th September, 1901.

## GERMAN SCHOOL ASSOCIATION.

THE WINTER TERMS commence on the 1st October, a.o. Parents desirous that their children should join, will please communicate with the Headmaster, Mr. KRIBBLE, at the School Room, Union Church, Kennedy Road, on week days between 9 A.M. and 12.30 P.M., or with the Undersigned.

**PAUL GREWITT,**  
Hon. Secretary.

19, Queen's Road, 2nd Floor.  
Hongkong, 17th September, 1901.

## FOR SALE IN ANY QUANTITY.

7,000 ENGLISH BOLTS, 6 inches to 14 inches.  
1,000 ENGLISH WHITE-GLAZED TILES.

PRICES ON APPLICATION TO  
**C. E. WARREN,**  
Hongkong, 23rd September, 1901.

## PORTLAND CEMENT

**J. B. WHITE & BROS.**  
SOLE AGENTS FOR CHINA,  
HOLLAND, WISE & CO.  
Hongkong, 10th September, 1899.

## TSANG FOO &amp; CO.

SAM WING HING  
興榮三  
COAL MERCHANTS.  
No. 48, DES VUEX ROAD CENTRAL.  
Telephone No. 329.  
Hongkong, 23rd September, 1901.

## C. E. WARREN, BUILDING CONTRACTOR.

No. 25, ABERDEEN STREET.

## SANITARY APPLIANCES SUPPLIED

AND FIXED DRAINS, TRAPS, WASTE PIPES, &c. CLEANED AND REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application.

## AMERICAN SYSTEM OF DENTISTRY

AT  
No. 39, QUEEN'S ROAD CENTRAL.  
CHADWICK KEW  
(LATE OF FOOTE & NOBLE).  
Hongkong, 15th September, 1899.

## QUAN WAH &amp; CO., DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS & PRICES ON APPLICATION  
At No. 1, Queen's Road East, Hongkong.  
Hongkong, 17th October, 1899.

## PIANOFORTE TUNING AND REPAIRING.

**MR. E. A. BROWNE** is prepared to undertake the above at reasonable rates. All Repairs done personally.

Tuning .....

Care of DRAGON CYCLE STORE,  
D'Agular Street.  
Hongkong, 4th September, 1901.

## FOREIGN AND COLONIAL STAMP DEALER

No. 37, CAINE ROAD, HONGKONG.  
Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED  
15 to 25 per cent. Discount Allowed.

## H. F. CARMICHAEL

CONSULTING ENGINEER,  
SURVEYOR AND CONTRACTOR,  
QUEEN'S BUILDINGS.

TELEGRAMS—"CARMICHAEL," HONGKONG.  
A. B. Code, 4th Edition.  
A. I. Code.

Lieber's Standard Code.  
TELEPHONE, 232.  
Hongkong, 21st June, 1901.

## MARKET PRICES.—September 26th, 1901.

The Prices are given in Dollar Cents. Copper cash is cash 1,000 to 31, the Dollar; a catty is 11 lbs. 1 pint 13 1/2 lbs.

**BUTCHER MEAT.**  
Beef, brisket and prime cut, lb. 14 to 16  
" Corned .....

" Boast .....

" Soup .....

" Steak .....

" Bullock's Brains per set .....

" Tongue fresh .....

" Tail .....

" Head .....

" Heart .....

" Hump, Salt .....

" Feet .....

" Kidneys .....

" Liver .....

" Trippe, undressed .....

" Mutton Chop .....

" Legs .....

" Shoulder .....

" Pig's Feet .....

" Road .....

" Kidneys .....

" Liver .....

" Pork, Chop .....

肉類類 .....

比猪 .....

油猪 .....

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